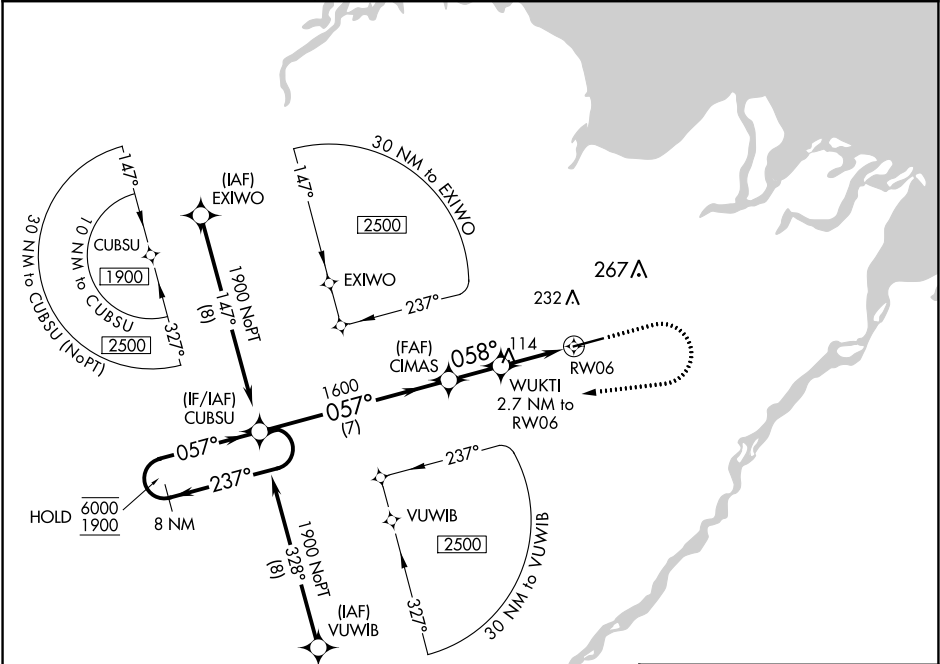


WAAS CH 49103 W06A	APP CRS 058°	Rwy Idg 6500 TDZE 67 Apt Elev 67	RNAV (GPS) Z RWY 6 DEADHORSE (SCC) (PASC)
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RNP APCH. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility to RVR 4500. # RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR AS	MISSED APPROACH: Climb to 500 then climbing right turn to 1900 direct CUBSU and hold.
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AFIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).						500	1900	CUBSU
8 NM Holding Pattern						↑	↷	✦
GP 3.00° TCH 58						* LNAV only.		
7 NM						1.9 NM	1.9 NM	0.8
CATEGORY	A	B	C	D	E			
LPV DA#	267/24 200 (200-½)							
LNAV/VNAV DA	369/24 302 (400-½)							
LNAV MDA	380/24 313 (400-½)							
CIRCLING	540-1	473 (500-1)	580-1½ 513 (600-1½)	620-2	553 (600-2)	HIRL Rwy 6-24 0		

Diagram illustrating the RNAV approach path and holding pattern. The path starts at a holding pattern (8 NM) and proceeds through waypoints: CUBSU, CIMAS (1600), WUKTI (2.7 NM to RW06), and RW06 (0.8 NM to RW06). The glidepath angle is 057° and 058°. The vertical clearance is 500 feet. The horizontal distance segments are 7 NM, 1.9 NM, 1.9 NM, and 0.8 NM. The final segment is marked as 058° to RW06.

Diagram illustrating the runway layout and dimensions. The runway is 6500 x 150 feet. The diagram shows the runway centerline, taxiway, and the 058° to RW06 heading.